

ENVIRONMENTAL ASSESSMENT
FOR
RUNWAY 11 APPROACH ZONE AVIGATION
EASEMENTS ACQUISITION
FOR
DOBBINS AIR RESERVE BASE, GEORGIA

September 2004

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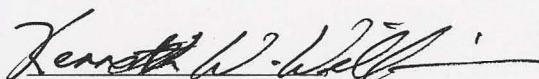
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Environmental Assessment for Runway 11 Approach Zone Avigation Easements
Acquisition

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1. Introduction

This environmental assessment provides an analysis of the potential environmental impacts resulting from the proposed acquisition of aviation easement rights in the Runway 11 Approach Zone. This environmental assessment has been prepared in accordance with the National Environmental Policy Act (NEPA) OF 1969, the Council on Environmental Quality regulations implementing NEPA procedures (40 CFR 1500-1508); the Environment and Natural Resources Program Manual and Code of Federal Regulations 32 CFR 989.

1.1. Purpose and Need for the Proposed Action

The purpose of the proposed action is to protect lives and United States Air Force property.; maximize the safety and efficiency of airfield operations; meet constant availability standard of an unrestricted approach during landing operations; and maintain precision landing capability for all aircraft operations at Dobbins Air Reserve Base.

This action is needed in order to eliminate obstructions (trees) which would cause Dobbins Air Reserve Base to violate precision approach criteria to be published in July 2005 as Change 19 to AFJMAN 11-226, United States Standards for Terminal Instrument Procedures.

2. Description of Proposed Action and Alternatives (DOPAA)

2.1 Selection Criteria for Alternatives

Selection criteria are the factors used to evaluate the alternatives. Dobbins ARB identified the following criteria for evaluating alternatives:

1. Alternative eliminates hazards to air navigation due to obstructions.
2. Alternative meets proposed Change 19 to AFJMAN 11-226, United States Standards for Terminal Instrument Procedures.
3. Alternative provides for the constant availability of an unrestricted approach during landing procedures.
4. Alternative does not interfere with critical training missions.
5. Alternative does not diminish the efficiency of runway operations.
6. Alternative complies with applicable state and federal laws to protect the environment.
7. Alternative is economically feasible.

2.2 Alternatives

Alternatives 1 and 2 are the two options presented in the Savannah District Corps of Engineers Real Estate Planning Report.

Alternative 1

Alternative 1, the proposed action, consists of acquiring easements from approximately 87 owners whose properties fall within the boundaries of the 34:1 Glide Slope and comprising approximately 58 acres.

Alternative 2

Alternative 2 consists of acquiring easements from approximately 49 owners where the installation has identified glide slope penetrations within the boundaries of the 34:1 Glide Slope and comprising approximately 40 acres.

Alternative 3

The no action alternative was considered. The no action alternative is to not acquire avigation easement rights in the Runway 11 Approach Zone and allow trees to continue to grow.

2.3 Alternatives Considered but Eliminated from Detailed Study

After comparing alternatives to the criteria, two alternatives were eliminated from further study. Alternative 2 was eliminated because while it would provide immediate relief, tree growth in the nonacquired 38 properties would cause Dobbins ARB to violate TERPS criteria shortly after the action was completed. Alternative 3 was also eliminated from further study because failure to acquire aviation easement rights would also cause Dobbins ARB to violate TERPS criteria immediately upon promulgation of Change 19. Both Alternatives 2 and 3 would reduce capability to recover aircraft under IFR conditions as aircraft approach minimums would be above criteria, thereby negatively impacting air training and operations conducted at Dobbins ARB, NAS Atlanta and Air Force Plant No. 6.

3. Existing Environment

This section discusses the existing environmental conditions for Dobbins ARB, focusing on those aspects of the physical, biological, and socioeconomic environment that are necessary to understand and evaluate the potential effects of the proposed action. The aspects of the environment that are addressed in this section are air quality, noise, hazardous and solid waste management, surface water, and wetlands, biological resources, socioeconomic, land use, housing, transportation, potable water and wastewater collection and treatment, fire and emergency response, and historic and archaeological resources.

In 1943 the U.S. government looking for a location for assembly of the B-29 aircraft acquired the site of Dobbins ARB (Appendix A). The base was temporarily named Rickenbacker Field and was renamed Marietta Air Force Base in 1948 and Dobbins Air Force Base in 1950. It was renamed Dobbins Air Reserve Base upon realignment in 1992. Dobbins ARB occupy approximately 1,665 acres and consist of an airfield, industrial areas, housing, and recreational facilities. Lockheed Martin Aeronautical Systems Company assumed operation of the original B-29 aircraft assembly facility on 770 acres in 1951 and since has manufactured C-5, C-141, C-130 and F-22 aircraft.

Naval Air Station Atlanta, borders Dobbins ARB. The main property of NAS Atlanta contains 139 acres and includes maintenance facilities, aircraft hangars, training facilities, housing, and ancillary facilities. Two additional properties are not contiguous with the main property of NAS Atlanta but are located on Dobbins ARB. These are the dispensary and dental clinic are (6 acres) located north of the runway and the ordnance complex (7 acres) located at the south end of Dobbins ARB. NAS Atlanta also maintains two properties that are not contiguous with the main property or Dobbins ARB: the Windy Hill site (28 acres) is located on Smyrna-Roswell Road opposite the southeast end of Dobbins ARB, and the Allatoona Recreation Area (26 acres) at Lake Allatoona is approximately 20 miles northwest of NAS Atlanta.

3.1. Air Quality

Dobbins ARB is located in Cobb County, which is currently designated as a severe nonattainment area for ozone. In 1998 Dobbins ARB was issued an Air Quality Permit for the purpose of establishing practically enforceable emission limitations such that the facility will not be considered a major source under Title V of the Clean Air Act. The permit imposes federally enforceable limits on the amount of natural gas that can be burned on the base in a 12 month period. The State of Georgia has a State Implementation Plan (SIP) in place to achieve attainment with Ozone standards. Federal actions are required to conform with this plan. A conformity determination is required for federal actions that result in emissions above de minimis levels. These levels are 25 tons per year for ozone precursors in severe nonattainment areas.

3.2. Noise

In the context of this EA, noise is defined as any undesirable or unwanted sound or audible disturbance, which interferes with normal activity. Intrusive noise interferes with daily activities, as stated above, but is considered especially bad when it makes normal conversation impossible. At times people are willing to endure noise as a tradeoff for the

accomplishment of certain tasks such as using loud power tools to save time and energy. Those who identify with the noise and realize it may be important to national defense or humanitarian airlifts may tolerate some level of noise.

3.3. Hazardous and Solid Waste

Dobbins ARB is classified by the U.S. Environmental Protection Agency as a Resource Conservation and Recovery Act Hazardous Waste Large –Quantity Generator, a classification that applies to facilities that generate more than 1000 kg of hazardous waste or more than 1 Kg of acutely hazardous material in a single calendar month.

Dobbins ARB maintains a waste management plan that complies with all state and federal regulations for handling and disposing of solid, universal and hazardous wastes. The waste management plan outlines procedures for the accumulation, collection, transportation, and disposal of hazardous waste. Hazardous wastes are collected at the 90 day accumulation point located at Facility 748 on Dobbins ARB from satellite accumulation points prior to being transferred off base. Hazardous waste service contracts retained by the 94th Civil Engineering Environmental Flight are to perform transportation to and disposal of hazardous waste from Dobbins.

3.4. Surface Water and Wetlands

Dobbins ARB lies within the watersheds of Rottenwood and Poorhouse Creeks. These creeks drain to the Chattahoochee River, located approximately 3.5 miles southeast of Dobbins ARB. The Chattahoochee River is the primary water source and drainage for the east and southeast portions of Cobb Country. It is also used as a drinking water source for downstream municipalities.

The major surface water features at Dobbins ARB are two lakes (Big Lake and Little Lake) and Poorhouse Creek. Big Lake has a surface area of approximately 10 acres and is located north of the runway in the central portion of Dobbins ARB. Little Lake has a surface area of approximately 2 acres and is located near the north boundary of the main cantonment area along State Highway 280. In addition, five small spill retention ponds and three sedimentation detention basins are on the property. The five spill retention ponds are located around the perimeter of Dobbins ARB and serve to contain any large petroleum, oil, and lubricant spills that may occur on the flight line or aircraft parking apron. The three sedimentation basins are located in the north cantonment area and were constructed to treat the sediment-laden runoff from the former REOTS training facility.

Dobbins ARB currently holds National Pollutant Discharge Elimination System (NPDES) Permit Number GAR000000. This permit authorizes storm water discharges associated with industrial activity at Dobbins ARB. As part of the NPDES permit, Dobbins ARB operates under a Storm Water Pollution Prevention Plan outlining management practices and procedures designed to protect storm water from contamination. The permit was issued in May 1998 and was effective through May 2003. New general permits are pending from Georgia Environmental Protection Division.

3.5. Biological Resources

3.5.1. Vegetation

There is remnant native plant communities in exist on Dobbins ARB. A large portion of the complex is urbanized, and most of the original vegetation has been removed or

significantly altered by development, construction, landscaping, and other disturbances. Turf grass is the predominating vegetation type on the improved and semi-improved grounds on Dobbins ARB.

3.5.2. Wildlife

The number of wildlife species at Dobbins ARB is limited because of the relatively small size of the installation and the urban setting. Mammalian species commonly observed at Dobbins ARB include red fox, raccoon, gray squirrel, eastern cottontail rabbit, and opossum. The most abundant native birds in the Dobbins area include bobwhite quail, mourning dove, cardinal, tufted titmouse, and eastern towhee. Starling, Canada geese, house sparrows, and miscellaneous black birds are also common. Commonly observed reptiles include box turtle, common garter snake, and king snake.

3.5.3. Endangered and Threatened Species

The U.S. Fish and Wildlife Service, the Georgia Department of Natural Resources Wildlife Resources Division, and the Georgia Natural Heritage Program were contacted regarding the presence of threatened and endangered species in the area of Dobbins ARB. Based on the federal and state listing of plants and animals that historically occurred within Cobb County. No identified federal or state listed threatened or endangered species were found to be on Dobbins ARB. The list did identify one plant species that is not protected legally but is listed as unusual by the Georgia Natural Heritage Program, the Pink Lady Slipper. This plant is an orchid although not rare it is described as infrequent and occasionally locally abundant. Dobbins ARB contain two populations of the orchid, with more than 100 plants within a 50-foot radius.

3.5.4. Unique and Critical Habitats

No areas considered botanically unusual, rare, or worthy of special protection are present at Dobbins ARB.

3.6. Socioeconomic

Dobbins ARB is located in Cobb County, Georgia, between the cities of Marietta to the north and Smyrna to the south. Cobb County is one of eighteen Georgia counties that compose the Atlanta Metropolitan Statistical Area. Population

3.6.1. Population

Cobb County's population increased by approximately 82,298 person from 1995 to 2000 expanding from 525,453 persons in 1995 to 607,751 persons in 2000. Cobb County 's 2005 population is estimated to be 710,000 persons. The City of Marietta's population increased proportionally, from approximately 48,449 in 1995 to approximately 55,234 in 2000 and in 2005 totaled 61,243 persons.

As of September 2000, Dobbins ARB had 1,269 military and 305 civilians appropriated funded personnel. In addition, 250 non-appropriated funded contract civilians and private business for a total of 1,839 personnel on station.

3.6.2. Education

Public Schools in Cobb County are operated by the Cobb County Board of Education. Total enrollment in 1995-1996 was 83,500 students. Because of tremendous student growth in the Cobb County (approximately 3,000 students annually in recent years), the Cobb County Board of education has planned an expansion program to construct new schools and to renovate existing facilities. A \$220 million bond issue funds the program, which is the largest ever passed for education in Cobb County or the state of Georgia.

3.6.3. Economic Activity

Cobb County's economy has grown rapidly over the past fifteen years, more than doubling its total employment. Most of this increase has been in the trade and services sectors, but almost all economic sectors gained jobs during recent time period.

The unemployment rate for Cobb County is 2.3%, which is lower, then the State of Georgia. Dobbins ARB, Naval Air Station Atlanta, and Lockheed Martin Aeronautical Systems Company, are included in the top 25 companies for Cobb County.

Dobbins ARB is an important component of the economy of Cobb County through its employment and corresponding payroll and from construction, service, and supply contracts. Military and civilian payroll totaled \$51,890,720 in fiscal year 2000. Construction service, and supply contracts totaled an additional \$35,948,295 in fiscal year 2000. In addition an estimate 985 indirect jobs were created with annual dollar value of \$39,661,025. The overall economic impact is valued to be \$127,500,040 for fiscal year 2000.

3.6.4. Environmental Justice

Environmental Justice - Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires Federal agencies to identify and address disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations. The Department of the Air Force published the Guide for Environmental Justice Analysis with the Environmental Impact Analysis Process (EIAP) in November 1997 to assist with the assessment process.

3.7. Land Use

The land use on base is a diverse mix of aviation, administrative, commercial, industrial, and recreational activity. The 94th Airlift Wing (AFRC), Army Reserve and Georgia Army National Guard operate and maintain flight facilities in support of varying missions. The Air Force Reserve Command operates four schools on Dobbins ARB, including a Formal Training Unit (FTU) for C-130H flight crews. Dobbins ARB is home to Headquarters, 22nd Numbered Air Force, HQ 94th Airlift Wing, and the Georgia Civil Air Patrol Headquarters. Industrial activities include aircraft, vehicle, facility, and communications/Navaid maintenance. Commercial activities (Base Exchange) are in place to support military personnel. Recreational activities include the B-29 static display, Big Lake Recreation Area, softball field, tennis courts, and a nature trail.

Cobb County land use has been classified as residential, commercial, industrial, public/institutional, transportation/communication/utilities, park/recreation, agriculture/forestry and undeveloped. Since circa 1980, Cobb County's development has

reflected its increasing integration into the Atlanta Metropolitan Statistical Area (MSA). Links with Atlanta and with co-developing suburbs to the east in Fulton County have become stronger as access to Interstate Highways 75, 285 and Georgia Route 120 have increased in importance. The land use in the central planning area of Cobb County has been and will continue to be influenced by the presence of Dobbins ARB and Lockheed-Martin Manufacturing Plant (Cobb County Comprehensive Plan:1995-2015, amended December 1999). The land use surrounding Dobbins ARB and Lockheed include low-density and multi-family residential, retail, commercial, office, public and semi-public.

3.8. Housing

The number of housing units in Cobb County has increased from 113,271 units in 1980 to 230,789 units in 1998. The increase in housing units exceeds the population increase for the same period of time. Approximately 70% of the housing units are single-family. According to information provided by the Cobb County Economic Development Department, single-family homes in the Dobbins ARB area range in price from \$75,000 to \$296,000. Apartment rental rates in the Dobbins ARB area range from \$675 to \$820 per month. These ranges include one, two and three bedroom units. Information obtained from the Cobb County Planning Department indicated that between 1999 and 2000 approximately 8,700 construction permits were issued for single-family and multi-family developments (Cobb County Comprehensive Plan: 1995-2015, amended December 1999).

3.9. Transportation

The two major roadways in Cobb County near Dobbins ARB are Interstate I-75 and Interstate I-285. I-75 is the most heavily traveled interstate in the vicinity of Dobbins ARB, with a 2000 annual average daily traffic volume of 253,650. I-285 serve as the major beltway surrounding the Atlanta metropolitan area and had a 2000 volume of 205,000.

The roadway providing access to the Lockheed/Dobbins ARB includes United States (US) Highway 41 and Cobb Parkway, State Route 280 and South Cobb Drive, Cherokee Road, Atlanta Road, Austell Road (SR5) and Fairground Street. The main gate for access to Dobbins ARB is located on Cobb Parkway and two additional general access gates are located at other locations. Currently, there are approximately 2,600 part time and full time employees accessing Dobbins ARB during normal workdays. Additionally, approximately 4,500 part-time and full-time military personnel access the facility one weekend per month during Unit Training Assemblies (UTA Within Dobbins ARB are several minor roadways (1st Street, 3rd Street and Mimosa Drive) and one primary roadway (Atlantic Avenue). Once inside the main gate, traffic flows along Atlantic Avenue. The Georgia DOT has traffic stations, set up along local streets, which are used to count the number of vehicles traveling along the street in-question. The results of the traffic counts completed in 1999 indicate vehicle trips for roadways around Dobbins ARB ranging from 20,065 per day to 53,583 per day.

3.10. Potable Water and Wastewater Collection and Treatment

3.10.1. Potable Water Supply

The Cobb-Marietta Water Authority, with a storage capacity of approximately 136 million gallons, provides potable water for all Cobb County. The primary potable water sources for the Cobb-Marietta Water Authority are the Chattahoochee River and Lake Allatoona. Water distribution in the vicinity of Dobbins ARB is provided by the city of Marietta and the city of Smyrna.

3.10.2. Wastewater Collection and Treatment

The Lockheed Martin Sewage Treatment Plant, which serves Air Force Plant 6, NAS Atlanta, and Dobbins ARB, has a total capacity of 7 million gallons per day and is located adjacent to NAS Atlanta and Atlanta Road, south of the west end of the runway. Current operations at the plant are in the range of 1 to 2 million gallons per day. This tertiary treatment plant is the headwaters of Nickajack creek, which joins the Chattahoochee River approximately 9 miles south of NAS Atlanta. The Army Reserve facilities (1011, 1012, and 1013) are serviced by Cobb County directly.

3.11. Fire and Emergency Response

Dobbins ARB, maintains eleven fire/crash/rescue vehicles and has fifty-five personnel trained in varying levels of emergency response. The fire station is staffed 24-hours a day, and all vehicles are on immediate call. Dobbins ARB have mutual support agreements for crash, fire, rescue, and hazardous materials response with the Marietta, Smyrna, Cobb County, NAS Atlanta, and Lockheed Martin Aeronautical Systems.

3.12. Historic and Archeological Resources

An installation-wide reconnaissance survey of historic or archaeological sites at Dobbins ARB was conducted by Science Applications International Corporation in 1994. The survey noted no archaeological sites on base. There are no known existing Cold War era assets on the construction site. Two historic sites were identified during the survey. The Bankston Rock House (Bldg. 510) is an architecturally unique home originally constructed in 1936. The house was nominated and placed on the National Historic Register in 1994. The Big Lake Dam is the second structure of historic significance. The Dam is not on the National Register. It was documented under the HABS/HAER Program and can be altered or demolished without restrictions.

4. Environmental Consequences for Alternative 1: Proposed Action

4.1. Air Quality

A conformity applicability analysis performed under Section 176C of the Clean Air Act determined that both volatile organic compounds and nitrogen oxide emissions from all project related sources are less than their de minimis values of 50 tons per year for total direct and indirect emissions under federal control. Therefore, the action is presumed to conform to the state implementation plan and, under the Federal Conformity Rule, a conformity determination is not required.

No significant impacts to regional air quality are expected to result under the proposed action. No conflict with the state implementation plan would result. Comparing the estimated air emissions associated with the proposed action to applicable federal and state air quality regulations made this determination.

During removal or topping of trees, priority pollutant and fugitive dust emissions will be created by the operation of heavy equipment. These emissions will be short-term events when equipment is in operation.

4.2. Noise

No significant noise impacts are expected under the proposed action. However, temporary noise impacts would result during operation of equipment to remove or top trees. Noise will be generated for relatively short periods of time, but will be noticeable as it will be occurring during daylight hours in primarily residential areas.

4.3. Hazardous and Solid Waste

There will be no generation of hazardous waste as a result of the proposed action. Solid waste will be generated in the form of tree trunks, limbs and branches. These materials will be sold or chipped and recycled as mulch material to the maximum extent practicable.

4.4. Surface Water and Wetlands

There will be no impact to surface water or wetlands as a result of the proposed action.

4.5. Biological Resources

4.5.1. Vegetation

There will be no significant impact to vegetation as a result of the proposed action. The area is completely developed. Trees provide aesthetic and shade value to residents. Site restoration will include grassing or planting of small ornamental trees.

4.5.2. Wildlife

There will be no loss of wildlife habitat as a result of the proposed action. The area is predominantly residential with some commercial property. Wildlife consists of typical birds and animals associated with urban settings. Only trees penetrating the glide slope will be topped or removed. The majority of trees in the area will remain.

4.5.3. Endangered and Threatened Species

There will be no impact to threatened or endangered species as a result of the proposed action. No threatened or endangered species habitat is known to exist in the Fair Oaks area.

4.5.4. Unique and Critical Habitats

No unique and critical habitat exists in the Fair Oaks area. Therefore there will be no impact to unique and critical habitat as a result of the proposed action.

4.6. Socioeconomic

4.6.1. Population

The proposed action will no impact on the population of Cobb County.

4.6.2. Education

The proposed action will have no impact on the school systems serving Cobb County.

4.6.3. Economic Activity

The proposed action will have no impact on the economic activity of Cobb County or the Atlanta regional area.

4.6.4. Environmental Justice

Properties identified for aviation easement acquisition are located in the Fair Oaks section of Cobb County. The general area has become economically depressed in recent years and contains a large Hispanic and Black population relative to the general county population (Appendix B). Residences in the area consist primarily of small, one-story single family homes on small land lots constructed in the 1940s to provide housing for employees of Bell Bomber Plant and their families, and several mobile home parks. According to the Savannah District Corps of Engineers, acquisition of aviation easement rights and subsequent removal or topping of trees penetrating the 34:1 Glide Slope will likely reduce the fair market and aesthetic value of affected properties.

Most single family residences within the affected area are rental properties owned by absentee landlords not representative of the local community. The mobile home parks are commercial activities providing no economic benefit to the residents. Additionally, Fair Oaks is experiencing redevelopment pressure to transform the area for commercial and industrial use, created by the recommendations of the Cobb County Comprehensive Plan to encourage airport compatible land uses, and the increase in commercial markets created by the Atlanta Road improvement project which now provides a direct route between the cities of Smyrna and Marietta, and commercial potential along Austell Road and South Cobb Drive.

The proposed action will not have a disproportionately high and adverse effect on the economic welfare of the minority and low-income population residing in Fair Oaks as most landowners are not representative of the population and the area is in transition from residential to commercial/industrial use. This determination is made in keeping with the agency's definition of "adverse", which is "an impact which would have a negative

effect on health or the environment that is significant, unacceptable, or above generally accepted norms."

4.7. Land Use

There will be both positive and negative impacts on land use as a result of the proposed action within the immediate proximity of property where aviation easement rights are to be acquired. The proposed action will have a positive impact on the residents of Fair Oaks as the topping and removal of trees will provide a safer flying environment. However, property values to impacted and adjacent land may decrease as a result of the removal of shade trees and the resultant loss of aesthetic value.

4.8. Housing

The proposed action will have no impact on housing within Fair Oaks, Cobb County or the Atlanta regional area.

4.9. Transportation

The proposed action will have no impact on transportation systems within Fair Oaks, Cobb County or the Atlanta regional area.

4.10. Potable Water and Wastewater Collection and Treatment

4.10.1. Potable Water Supply

The proposed action will have no direct or indirect impact on Cobb County potable water supply or distribution systems.

4.10.2. Wastewater Collection and Treatment

The proposed action will have no direct or indirect impact on Cobb County wastewater collection or treatment systems.

4.11. Fire and Emergency Response

The proposed action will have no impact on Cobb County fire and emergency response operations.

4.12. Historic and Archeological Resources

There are no historic or archeological resources on properties proposed for acquisition of aviation easement rights.

5. Cumulative Impact

Cumulative impacts are the incremental effects over time of a proposed action when added to other past, present, and reasonably foreseeable similar or related actions. This section discusses other actions that, when combined with the proposed action, may result in cumulative impacts.

No significant cumulative impacts to physical, biological, or socioeconomic resources are anticipated to result from this acquisition. Fair Oaks is experiencing redevelopment pressure to transform the area for commercial and industrial use, created by the recommendations of the Cobb County Comprehensive Plan to encourage airport compatible land uses, and the increase in commercial markets created by the Atlanta Road improvement project which now provides a direct route between the cities of Smyrna and Marietta, and commercial potential along Austell Road and South Cobb Drive. Acquisition of aviation easement rights and the subsequent topping or removal of trees penetrating the glide slope may impact aesthetic property values for residential usage and make the area even more attractive for redevelopment.

6. Relationship of Proposed Action to Federal, State, and Local Land Use Plans, Policies, and Controls for the Area Concerned

6.1. Federal Land Use Policy and Regulation

This environmental assessment has been prepared in accordance with the following regulations: Section 102(2) c of the 1969 National Environmental Policy Act (NEPA). The Council on Environmental Quality NEPA regulations (40 code of federal Regulations, Parts 1500-1508 of November 29, 1978) Air Force Instruction 32-7061, which implements, within the Department of the Air Force, the requirements set forth by NEPA.

A summary of the various laws and coordination requirements and the extent to which the proposed action at Dobbins ARB complies or conflicts with each of these laws and requirements are presented in this section.

6.2. National Environmental Policy Act

NEPA directs that “to the fullest extent possible” all agencies of the Federal government shall insure that presently unquantified environmental amenities and values may be given appropriate consideration in decision-making along with economic and technical considerations.” This environmental assessment has been prepared to comply with the provisions of NEPA. It presents the potential environmental impacts of the proposed action and reasonable alternatives. The impacts are shown to be minor. Final compliance with NEPA would be effective upon the signing and distribution of the Finding of No Significant Impact, (FONSI) if appropriate.

6.3. National Historic Preservation Act

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the potential effects of a proposed action on historic, architectural, or archaeological resources that are eligible for inclusion on the **National Register of Historic Places** and to afford the President's Advisory Council on Historic Preservation an opportunity to comment. Section 110 of the act requires federal agencies to identify, evaluate, inventory, and protect **National Register of Historic Places** resources on properties they control.

As discussed in Section 4.12, potential impact to archaeological and historic resources on Dobbins ARB have been evaluated in compliance with Section 106 of the National Historic Preservation Act. No archaeological or architectural resources known to be eligible or potentially eligible for listing on the National **Register of Historic Places** are present within the vicinity of the proposed action. Cultural resources discoveries identified during the proposed construction work would be brought to the attention of the Georgia State Historic Preservation Office.

6.4. Executive Orders

6.4.1. Executive Order 11988

Executive Order 11988- Floodplain Management (issued May 24, 1977) requires that federal agencies avoid activities that directly or indirectly result in the development of floodplain areas. The area proposed for construction of the overpass and connector roads in the north/south cantonment area is located above the 100-year floodplain elevation. Therefore, the construction and operation of the proposed roadways would not result in the development or degradation of floodplain area.

6.4.2. Executive Order 11990

Executive Order 11990 Protection of Wetlands (issued May 24, 1977) requires federal agencies “to avoid adverse impacts associated with the destruction or modification of wetlands, wherever there is a practicable alternative.” Projects which must be conducted in wetlands should include “all practicable measures to minimize harm to wetlands.”

6.4.3. Executive Order 12898

Executive Order 12898-Federal Actions to Address Environmental Justice in Minority populations and Low-Income populations (issued February 11, 1994)-requires that each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high or adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Within the Air Force, the U.S. Department of Defense Strategy on Environmental Justice (24 March 1995) established policy and assigns responsibility for implementing Executive Order 12898.

The proposed action involves the construction of an overpass and connector road from the north to south of Dobbins ARB. The proposed action would not have adverse human health, economic, or social effects on minority, low-income, or other communities in the vicinity of Dobbins ARB.

6.4.4. Executive Order 12902

Executive Order 12902-Energy Efficiency and Water Conservation at Federal Facilities (issued March 8, 1994)-requires that federal agencies develop and implement projects that promote energy efficiency, water conservation, and the use of renewable energy sources, such as solar, geothermal, and wind energy. In particular, Section 305 requires all federal agencies to reduce the use of petroleum in their buildings and facilities and, where practical and cost effective, to switch to natural gas or solar and other renewable energy sources. Section 306 requires that the design and construction of new federal facilities (1) minimize the life cycle cost of the facility by using energy efficiency, water conservation, or solar or other renewable energy technologies and (2) use passive solar design and adopt active solar technologies where they are cost effective.

7. References

Publications

Air Installation Compatible Use Zone (AICUZ) Report for Dobbins Air Reserve Base, Georgia. 1998

Cobb County Comprehensive Plan (1995 – 2015). 1995; Amended 1999

Cobb County Zoning Ordinance; Section 134-275, Airport Hazard District. October 14, 2003 (Supplement 12)

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Federal Emergency Management Office. August 18, 1992. Panel 50 of 95, Map Number 13067C0050 F, Flood Insurance Rate Map for Cobb County Georgia and Incorporated Areas

General Plan Update for Dobbins Air Reserve Base, Georgia. September 2002

Integrated Cultural Resources Management Plan for Dobbins Air Reserve Base, Georgia. February 2001

Integrated Natural Resources Management Plan for Dobbins Air Reserve Base, Georgia. February 2001

Real Estate Planning Report, Proposed Acquisition; 34:1 Glide Slope Qualification Surface, Dobbins Air Reserve Base, Cobb County, Georgia. September 2003

US Geological Survey. 1981. 30 X 60 Minute Quadrangle (Topographic) Map of Atlanta Georgia

Websites

Cobb County Chamber of Commerce:
<http://www.cobbcountychamber.com>

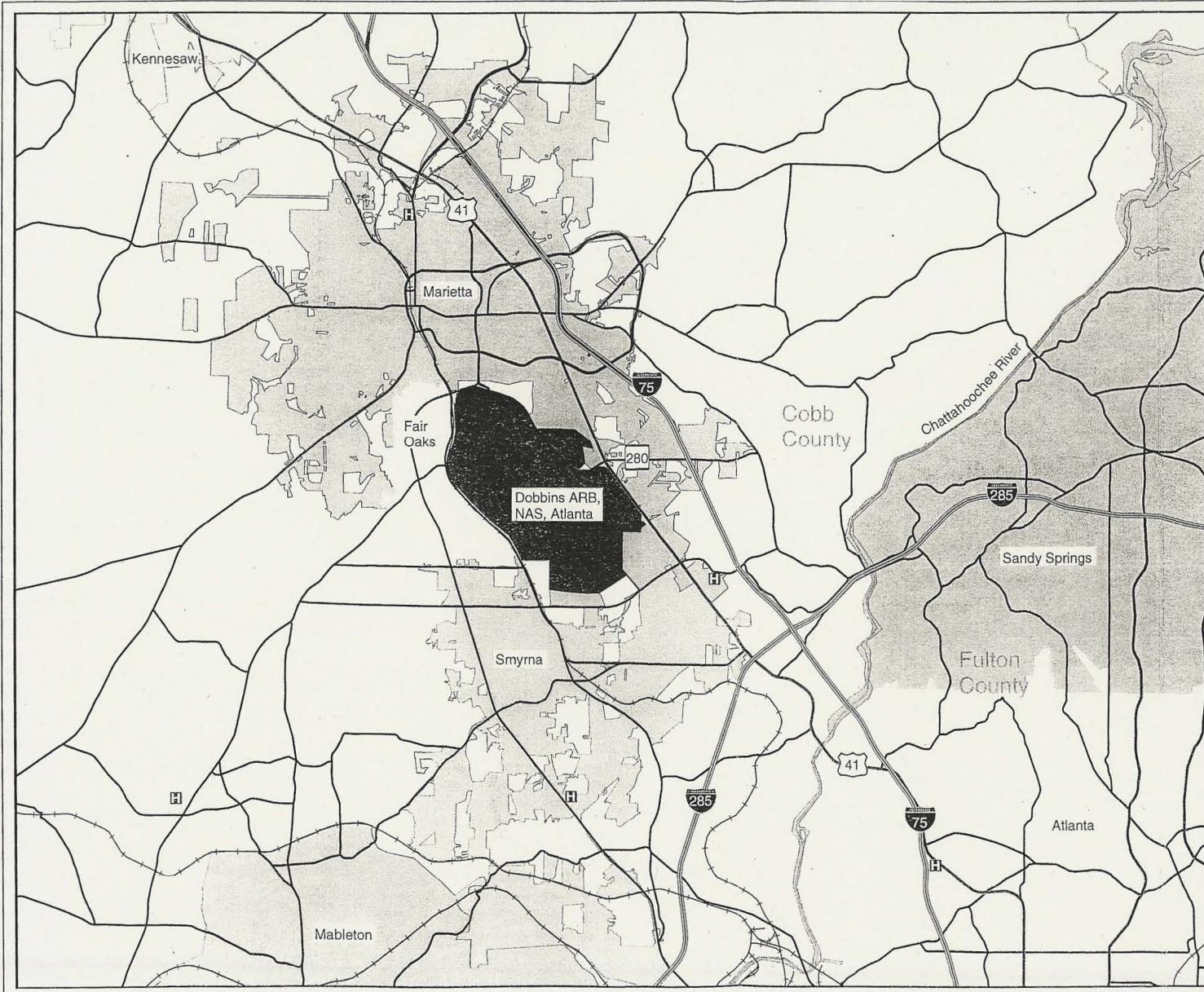
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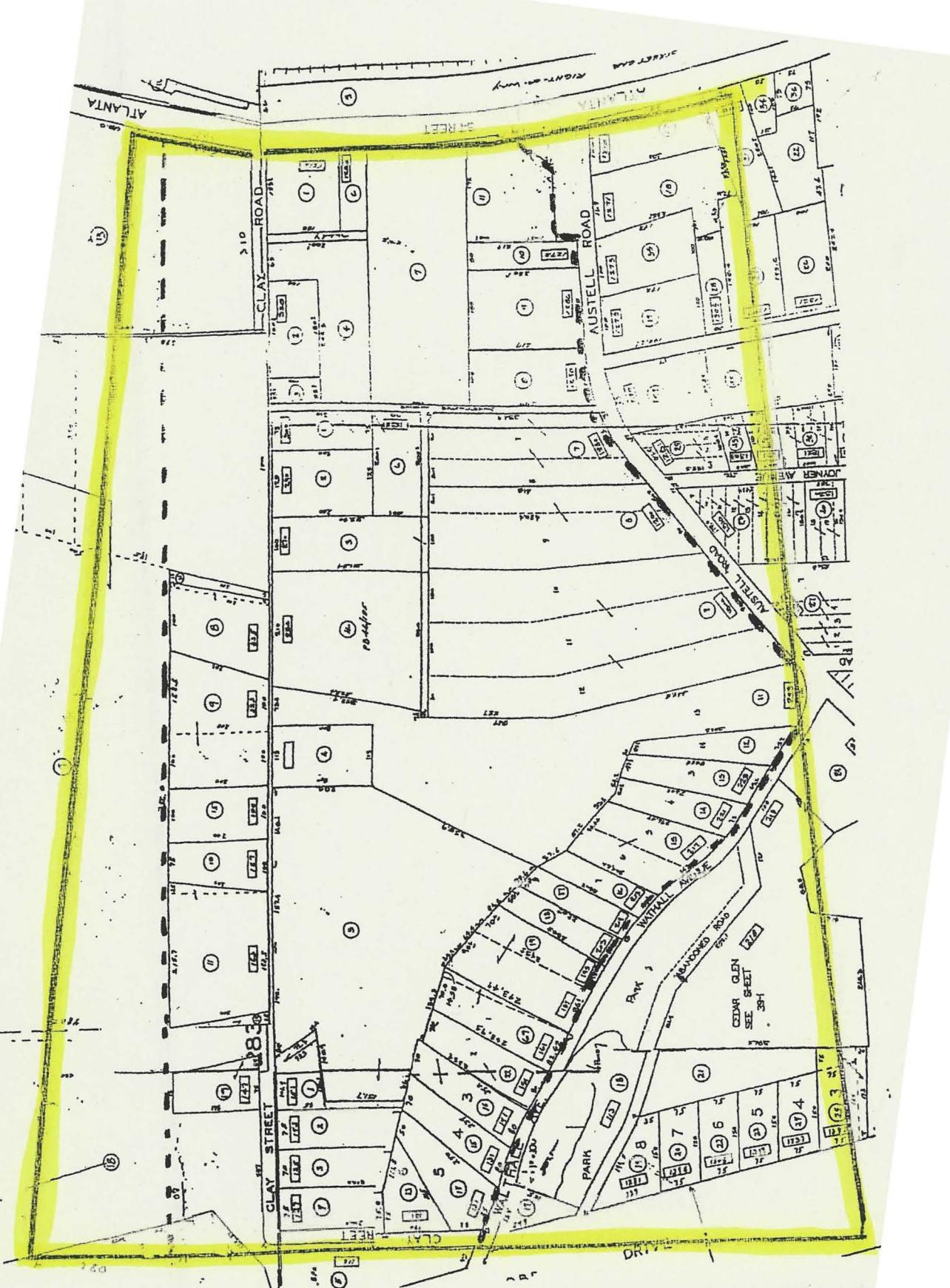
Cobb County Demographic Data:
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Georgia Department of Natural Resources Environmental Protection Division:
<http://www.dnr.state.ga.us/dnr/environ/htm>

U.S. Bureau of the Census
<http://www.census.gov>

8. Appendices





Dobbins ARB, Expanded Clear Zc
34:1 Glide Slope



10 Years on the Web

GCT-P6. Race and Hispanic or Latino: 2000

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Geographic Area: Cobb County, Georgia -- County Subdivision and Place

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see
<http://factfinder.census.gov/home/en/datanotes/expsfu.htm>.

Geographic area	Total population	Percent of total population									
		Race									
		One race						Two or more races	Hispanic or Latino (of any race)	White alone, not Hispanic or Latino	
		White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race				
Cobb County	607,751	72.4	18.8	0.3	3.1	0.0	3.6	1.9	7.7	68.8	
COUNTY SUBDIVISION AND PLACE											
Acworth-Kennesaw CCD	136,150	85.6	8.6	0.2	2.3	0.0	1.7	1.6	4.0	83.6	
Acworth city	13,422	79.7	12.6	0.2	2.3	0.0	3.2	2.0	6.0	77.3	
Kennesaw city	21,675	82.0	9.9	0.2	2.9	0.0	2.5	2.4	6.2	79.0	
Marietta city (part)	1,231	94.2	2.7	0.0	2.4	0.0	0.2	0.6	1.4	93.1	
Remainder of Acworth-Kennesaw CCD	99,822	87.0	7.9	0.2	2.1	0.1	1.3	1.3	3.3	85.3	
Austell CCD	28,214	61.0	32.1	0.3	1.6	0.1	3.2	1.9	6.2	58.4	
Austell city (part)	4,925	63.7	25.7	0.4	0.9	0.0	7.0	2.3	11.8	60.1	
Mableton CDP (part)	1,111	60.9	33.9	0.2	3.1	0.0	0.3	1.6	1.0	60.4	
Powder Springs city (part)	0	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	
Remainder of Austell CCD	22,178	60.4	33.4	0.3	1.6	0.1	2.5	1.8	5.3	57.9	
Fair Oaks CCD	24,660	50.3	30.2	0.4	2.4	0.1	13.8	2.7	25.5	40.5	
Fair Oaks CDP (part)	6,414	51.3	21.4	0.8	0.8	0.0	22.7	3.0	40.1	36.7	
Marietta city (part)	987	28.6	50.6	0.0	1.2	0.0	15.5	4.2	27.0	18.7	
Smyrna city (part)	384	44.3	41.9	0.0	2.1	0.0	9.6	2.1	24.2	31.3	
Remainder of Fair Oaks CCD	16,875	51.4	32.2	0.3	3.2	0.1	10.4	2.5	19.9	43.4	
Mableton CCD	41,764	48.8	42.7	0.2	1.1	0.0	5.1	2.0	10.0	44.5	
Austell city (part)	296	89.2	8.8	0.0	0.3	0.0	0.0	1.7	4.1	85.5	
Mableton CDP (part)	27,949	62.0	29.5	0.3	1.3	0.0	4.9	2.1	10.3	57.1	
Smyrna city (part)	772	71.6	22.5	0.0	3.0	0.0	1.6	1.3	2.6	70.6	
Remainder of Mableton CCD	12,747	17.6	73.6	0.2	0.7	0.0	6.0	1.9	10.1	14.4	
Marietta CCD	114,490	63.0	24.6	0.3	3.9	0.1	5.6	2.5	12.2	57.2	
Fair Oaks CDP (part)	2,029	49.0	31.6	0.5	1.7	0.0	13.1	4.1	25.4	39.7	
Marietta city (part)	55,199	56.8	29.3	0.3	3.0	0.1	7.9	2.7	16.7	49.0	
Remainder of Marietta CCD	57,262	69.5	19.9	0.2	5.0	0.0	3.1	2.2	7.3	65.7	
Northeast Cobb CCD	150,396	86.5	6.5	0.2	4.2	0.0	1.2	1.4	3.5	84.3	
Marietta city (part)	1	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	
Smyrna city (part)	822	35.2	35.9	0.4	2.3	0.0	17.9	8.4	46.5	15.9	
Remainder of Northeast Cobb CCD	149,573	86.8	6.3	0.2	4.2	0.0	1.1	1.4	3.3	84.7	
Powder Springs CCD	31,741	64.3	30.6	0.2	1.1	0.0	2.0	1.7	4.3	62.6	
Austell city (part)	9	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	44.4	
Powder Springs city (part)	12,481	57.9	37.4	0.2	1.1	0.1	1.7	1.7	4.3	56.1	
Remainder of Powder Springs CCD	19,251	68.5	26.2	0.2	1.2	0.0	2.1	1.7	4.3	66.8	
Smyrna CCD	55,829	58.7	28.1	0.4	3.4	0.0	6.9	2.4	14.1	52.6	
Mableton CDP (part)	673	82.6	12.3	0.1	2.2	0.0	2.2	0.4	4.3	80.5	
Marietta city (part)	1,330	28.1	48.9	0.3	4.7	0.0	14.7	3.3	31.6	12.5	
Smyrna city (part)	34,576	58.9	27.4	0.5	3.8	0.0	6.9	2.4	14.2	52.8	
Remainder of Smyrna CCD	19,250	59.6	28.3	0.4	2.6	0.0	6.5	2.5	13.1	53.9	
Vinings CCD	24,507	73.5	19.9	0.3	3.7	0.0	1.3	1.3	3.4	71.8	
Mableton CDP (part)	0	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	

Geographic area	Total population	Percent of total population									
		Race								Hispanic or Latino	White alone, or not Hispanic or Latino
		One race									
		White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race	Two or more races	Latino (of any race)	Hispanic or Latino	White alone, or not Hispanic or Latino
Smyrna city (part)	4,445	67.3	23.3	0.1	5.4	0.0	2.5	1.5	5.6	64.6	
Vinings CDP	9,677	82.0	12.1	0.2	3.7	0.0	0.8	1.2	2.3	80.7	
Remainder of Vinings CCD	10,385	68.3	25.6	0.4	3.0	0.0	1.2	1.4	3.5	66.5	
PLACE											
Acworth city	13,422	79.7	12.6	0.2	2.3	0.0	3.2	2.0	6.0	77.3	
Austell city (part)	5,230	65.1	24.8	0.4	0.8	0.0	6.6	2.3	11.3	61.5	
Fair Oaks CDP	8,443	50.8	23.8	0.7	1.0	0.0	20.4	3.3	36.5	37.5	
Kennesaw city	21,675	82.0	9.9	0.2	2.9	0.0	2.5	2.4	6.2	79.0	
Mableton CDP	29,733	62.4	29.3	0.3	1.4	0.0	4.6	2.0	9.8	57.7	
Marietta city	58,748	56.5	29.5	0.3	3.0	0.1	8.0	2.6	16.9	48.6	
Powder Springs city	12,481	57.9	37.4	0.2	1.1	0.1	1.7	1.7	4.3	56.1	
Smyrna city	40,999	59.4	27.2	0.4	3.9	0.0	6.6	2.4	13.8	53.5	
Vinings CDP	9,677	82.0	12.1	0.2	3.7	0.0	0.8	1.2	2.3	80.7	

(X) Not applicable

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P8.

**QT-P5. Race Alone or in Combination: 2000**

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Geographic Area: Fair Oaks CDP, Georgia

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see
<http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Subject	Number	Percent
WHITE		
Total population (all races)	8,443	100.0
White alone or in combination ¹	4,497	53.3
White alone	4,286	50.8
White in combination ¹	211	2.5
Not White alone or in combination ¹	3,946	46.7
BLACK OR AFRICAN AMERICAN		
Total population (all races)	8,443	100.0
Black or African American alone or in combination ¹	2,090	24.8
Black or African American alone	2,012	23.8
Black or African American in combination ¹	78	0.9
Not Black or African American alone or in combination ¹	6,353	75.2
AMERICAN INDIAN AND ALASKA NATIVE		
Total population (all races)	8,443	100.0
American Indian and Alaska Native alone or in combination ¹	117	1.4
American Indian and Alaska Native alone	61	0.7
American Indian and Alaska Native in combination ¹	56	0.7
Not American Indian and Alaska Native alone or in combination ¹	8,326	98.6
ASIAN		
Total population (all races)	8,443	100.0
Asian alone or in combination ¹	112	1.3
Asian alone	83	1.0
Asian in combination ¹	29	0.3
Not Asian alone or in combination ¹	8,331	98.7
NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER		
Total population (all races)	8,443	100.0
Native Hawaiian and Other Pacific Islander alone or in combination ¹	14	0.2
Native Hawaiian and Other Pacific Islander alone	1	0.0
Native Hawaiian and Other Pacific Islander in combination ¹	13	0.2
Not Native Hawaiian and Other Pacific Islander alone or in combination ¹	8,429	99.8
SOME OTHER RACE		
Total population (all races)	8,443	100.0
Some other race alone or in combination ¹	1,900	22.5
Some other race alone	1,725	20.4
Some other race in combination ¹	175	2.1
Not Some other race alone or in combination ¹	6,543	77.5

(X) Not applicable.

¹ In combination with one or more of the other races listed. The six numbers for race "alone or in combination" may add to more than the total population and the six percentages for race "alone or in combination" may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P7 and P9.

9. Finding of No Significant Impact

9.1. Name of Action

Runway 11 Approach Zone Aviation Easements Acquisition

9.2. Description of Action

This proposed action is the purchase of aviation easement rights on select properties in the Runway 29 approach zone to eliminate obstructions (trees) which would cause Dobbins Air Reserve Base to violate precision approach criteria to be published in July 2005 as Change 19 to AFJMAN 11-226, United States Standards for Terminal Instrument Procedures.

9.3. Anticipated Environmental Impacts

There are no anticipated significant long-term impacts that would result from the proposed action. Air emissions and noise will be generated by the operation of equipment when selected trees are topped or felled. These events will be of short duration. Solid waste generation will be minimized by the chipping of tree trunks, limbs and branches. There will be no impact to surface waters, wetlands, biological resources including threatened and endangered species, or to infrastructure and transportation resources. There will be no impact to the socioeconomic health of the community. The proposed action is to acquire easement rights in the community of Fair Oaks, which has a predominantly minority, low-income population. However, it will not have a disproportionately high or adverse effect on their economic welfare as most landowners are not representative of the population and the area is in transition from residential to commercial/industrial use. The proposed action will have both a positive and negative impact to land use. The topping and removal of trees will provide a safer flying environment, but may lower property values as a result of loss of aesthetic value.

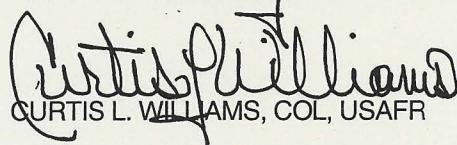
9.4. Conclusions Leading to the Finding of No Significant Impact (FONSI)

After careful review of the environmental assessment, I have concluded that the action proposed would not have a significant impact on the quality of the human environment or generate significant controversy. The No Action alternative was viewed as unacceptable because failure to acquire aviation easement rights would cause Dobbins ARB to violate TERPS criteria, requiring the base to reduce its capability to recover aircraft under IFR conditions. This would negatively impact air training and operations conducted at Dobbins ARB, NAS Atlanta and Air Force Plant No. 6. This analysis fulfills the requirements of the National Environmental Policy Act.

Therefore based on the information gathered during preparation of the Environmental Assessment, the Air Force concludes this action warrants a

"FINDING OF NO SIGNIFICANT IMPACT"

Approved 25 Aug 04 2004


CURTIS L. WILLIAMS, COL, USAFR

Chairperson, Environmental Protection Committee